

INTELLIGENCE

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CENTRAL INTELLIGENCE AGENCY

REPORT NO.

INFORMATION REPORT

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COUNTRY USSR

DATE DISTR. 13 October 1949

SUBJECT Automobile Plant in Minsk

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PLACE
ACQUIREDNO. OF ENCLS. 1
(LISTED BELOW)

DATE OF INFO

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SUPPLEMENT TO
REPORT NO.1. Location and Traffic Facilities

a. The plant is located in the newly established locality of KRASNOYE UROCHISCHIE, about 4½ miles south-southeast of MINSK (53°50'N/27°35'E), 1,000 feet south of the MINSK-BOBRUISK (53°05'N/29°14'E) highway.

b. Spur tracks (wide gauge) lead from the plant to a loading station west of the plant and from there to MINSK.

c. The plant is connected with the MINSK-BOBRUISK highway by an approximately 26-foot-wide asphalt street. A trolley bus line comes from MINSK to the main gate of the plant (Northern end).

2. Plant History

a. Construction of the plant started in 1945. At first makeshift installations were used, built as tank repair-shops during the German occupation and later set up for a projected automobile plant. In 1946-1947 the makeshift installations (wooden houses) were gradually replaced by iron structures and the construction of new workshops (foundry, forge) was started. The final completion of the plant (first building stage?) is set for 1950. According to information of Russians employed in the plant, an extension east of the plant (area of the "Bauhof") is scheduled in the next Five Year Plan (1950 to 1955).

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 DDA Memo, 4 Apr 79
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b. When the Soviets recaptured the plant installations in an undamaged condition they could be used immediately for the assembly of motor vehicles (lend-lease deliveries). The construction of truck trailers was started in 1947. Early in 1948 the first trucks (test models) were built. The ~~sign~~ parts (especially engines) for these trucks were delivered from YAROSLAVL (57°35'N/39°50'E). In the fall of 1948 the mass production of trucks was under way and became increasingly independent from outside supplies. The engines also were produced in the LINSK Plant.

3. Plant Installations

a. The entire plant project (including the settlement and the auxiliary installations) covers an area of 5,000 acres. The built-up plant area covers 2,700,000 square feet; the settlement, 600,000 square feet.

b. The automobile plant itself comprises the following installations (the enumeration corresponds to the numbers of the sketch):

(1) Main Workshop

(a) Construction of jigs and fixtures, tool production. Installation: In addition to a great number of metal-working machines, the equipment of this workshop included two jig boring machines and a large American profile milling machine. Manufacture: Tools for the production process.

(b) Engine repair department. At the time of observation the workshops (a) and (b) were separate buildings with an intermediate space of 100 feet. A connecting construction joining the workshops was being built. The combined workshops will be used for automobile frame construction.

(c) Storage depot for tools and foodstuffs. The building is still under construction.

(d) At the time of observation the trailer assembly was made in this building (monthly work norm in August 1948: Three hundred trailers).

The thermal department is scheduled to be set up in this building after the entire plant construction has been completed and if the production progress is normal.

(e) Offices, messhall, and apartments. The building is under construction.

(f) Mechanical department. At the time of observation cardan shafts, front axles, and cylinders for hydraulic dump trucks were produced. The department was equipped with a great number of machine tools, but only 10 percent of them were new. The degree of wear of many machines was 50 percent and more.

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g. Assembly of trailers. The workshop was equipped with a large number of machine tools. After joining the workshops (f) and (g) (see also (a) and (b)) the combined workshop will allegedly be used for engine construction.

(h) Pressing and punching shop. Installation: approximately 25 presses and some shears. Manufacture: Body sheets, radiator frames, fenders, bodies for dump trucks. The assembly of the pressed parts was done by electric welding (10 to 12 welding instruments existed here). The supports for the trailer bodies were hot-pressed in this workshop. There was one annealing furnace.

(1) Pitched and messhall.

(2) Iron Forge. Still under construction.

(3) Iron Foundry. Still under construction. In this foundry three smelting furnaces were observed in April 1949.

(4) Wood-Working Department (DOZ-Derevo obdelochny Tsekh)

Driver's cabins, truck benches, and trailer bodies were manufactured. New models were developed in a special department.

(5) Power station

It had one turbine of 1,500 kws. A second turbine (3,500 kws) was being installed. (Both turbines allegedly originate from U.S. shipments.) In April 1949 the power station could not yet meet the power requirements of the plant. Power had to be supplied from the LITZ Power Plant.

(6) Factory for Bicycle Parts

Production: Pedal cranks, pedal bearings, gear rings. The main workshop is located approximately 2,500 feet outside the plant on the same road to LITZK.

(7) Test department for the development of New Motor Vehicle Types

Construction of models and testing of engines on test stands.

(8) Laboratory

(9) Construction Department

(10) Plant Management

(11) Guard house at the main gate

(12) Telephone switchboard center with 52 connections

(13) Fire department

(14) Kitchen

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(15) Sanitary-Technical Department (San-tekh)

Manufacturing of central heating systems and radiators.
Miscellaneous household wares as well as parts of cupola
furnaces.

(16) Sanitary Technical Department

Manufacturing same as (15)

(17) Electrotechnical Department

Manufacturing: Electrical installations and engine repairs.

(18) Small Foundry

It had one cupola furnace of one-ton capacity. Tapping
was done once a day. The same building had a bore-baking
equipment and a hand-molding shop.

(19) Assembly Department

Manufacturing: Iron construction for building requirements
of the plant (?).

(20) Depot

For tools, grinding wheels.

(21) Foundry Cleaning Shop(22) Pattern-Making Shop(23) Garage(24) Wood Drying Chamber

Also used for drying plywood sheets before working them
into driver's cabins.

(25) "Bauhof" (building yard)

The "Bauhof" is separated from the plant by a fence. All
auxiliary installations needed for the construction of the
plant and of the settlement are in this enclosure, such as
the brickyard, sawmill, slag concrete factory, and the shops of
craftsmen.

(26) Loading Ramp

Length approximately 2,600 feet. Searchlights are installed
to insure work at night.

(27) Gasoline and Diesel Fuel Dump

The fuel is stored partly in barrels, partly in underground
and above-ground containers. The dump covers a large area.

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(28) Scheduled bus-line(29) Living quarters

(cantonment building for the guard personnel)

(30/30a) Storage Place

for machine tools, partly roofed (number 30).

(31) Cooling Water Basin

Part of the power station

(32) Lake for fire protection4. Work Force and Working Time

According to corresponding indications the total number of workmen, including P's, seems to be seven thousand. A great part of the workmen are juveniles trained in short courses. In addition to unskilled P-workmen, about 50 P experts are also employed. Some were in leading positions as engineers, assigned to building work. Work is done in three shifts of eight hours each.

5. Production

a. After all US-delivered lend-lease trucks were assembled, the construction of truck trailers was resumed at the end of 1946. The first trucks were built early in 1948. Mass production of trucks was resumed at the end of 1948.

b. The following cars were produced:

(1) 3-ton two-axle truck trailer (without brakes). The construction of 5-ton trailers is scheduled.

(2) MAZ-200 truck, a 7-ton two-axle self-dumping truck with four rear wheels, higher cross-country mobility and improved range (volumetric capacity of the fuel tank: 60 gallons). The truck is equipped with a 110 HP Diesel engine and fully loaded attains a maximum speed of 31 miles per hour on a straight highway. The traveling speed on a good road is 21 to 28 miles per hour.

MAZ-205 truck, a 5-ton self-dumping truck with Diesel engine.

(3) a. According to some reports the construction of semi-trailers and passenger cars is allegedly scheduled. However the reliability of these reports cannot be checked.

b. A truck model (allegedly similar or equal to the Pobeda model) of the GORKI (56°20'N/44°00'E) Automobile Plant is said to have been produced early in 1949.

c. At present the monthly output of trailers is approximately 250 units. When the mass production of trucks started in September 1948 the initial monthly production rate was 10 trucks. The present output is not known exactly. It is

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estimated to be 100 to 150 trucks. An increase of the output will depend on the speed with which the plant (new foundry, forge, assembly department) and its power station are completed (when the power supply of the MINSK Power Station was shut off during the time of observation, the plant had to stop operation for entire days).

6. Security

The plant is surrounded by a 6 $\frac{1}{2}$ -foot high wooden fence, reinforced with barbed wire and is under military guard.

1 Annex: MINSK Automobile Plant

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